



CITY OF WESTMORLAND

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Westmorland, California 92281

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www.cityofwestmorland.net/index

May 19, 2014

CALTRANS

Division of Local Assistance, MS 1

Attn: Office of Active Transportation and Special Programs

PO BOX 942874

Sacramento, CA 94274-0001

Dear Director:

Transmitted herewith, for your review and approval, are five copies of project application for funding assistance under Cycle One of the Active Transportation Program (ATP).

The City relies on Federal and State Highway funds to construct traffic safety improvements. Since STPL funds are allocated based on population, Westmorland receives a substantially small amount since our population is only 2,500. The funds received are not even enough to maintain 5% of the street pavement and infrastructure in the City.

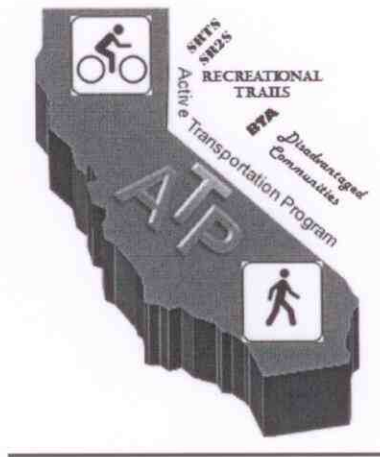
The City of Westmorland respectfully requests Caltrans' favorable review of the above project application. Hopefully, you will agree with us that the importance of this project would warrant the project high up on your priority list. Your approval of this project would enable the City of Westmorland to fully complement the 5E's efforts for school traffic safety. Should you need additional information to complete the review of this project application, please feel free to call me directly at (714) 974-7863.

Very truly yours,

C. Hui Lai, P.E.

Director of Development Services

CC: Mayor Larry Ritchie, City of Westmorland
Nancy Johnson, Superintendent of Westmorland Union Elementary School District
Ben Hueso, State Senator
Sally Traylor, City Clerk
Wayne Walker, Deputy Director



ACTIVE TRANSPORTATION PROGRAM CYCLE 1

APPLICATION Part 1 (Includes Sections I, V, VI, VII, VIII & XI)

Please read the Application Instructions at
<http://www.dot.ca.gov/hq/LocalPrograms/atp/index.html>
prior to filling out this application

Project name:

Improve Center Street Pedestrian Facility

For Caltrans use only: ☐ TAP ☐ STP ☐ RTP ☐ SRTS ☐ SRTS-NI ☐ SHA
☐ DAC ☐ Non-DAC ☐ Plan

I. GENERAL INFORMATION

Project name: Improve Center Street Pedestrian Facility

(fill out all of the fields below)

1. APPLICANT (Agency name, address and zip code) CITY OF WESTMORLAND	2. PROJECT FUNDING ATP funds Requested \$ 985,000.00 Matching Funds \$ 128,000.00 (If Applicable) Other Project funds \$ TOTAL PROJECT COST \$ 1,113,000.00
3. APPLICANT CONTACT (Name, title, e-mail, phone #) C. HUI LAI DIRECTOR OF DEVELOPMENT SERVICES SAHL@MSN.COM 714-974-7883	5. PROJECT COUNTY(IES):
4. APPLICANT CONTACT (Address & zip code)	7. Application # 1 of 1 (in order of agency priority)
6. CALTRANS DISTRICT #- Click Drop down menu below District 11	

Area Description:

8. Large Metropolitan Planning Organization (MPO)- Select your" MPO" or "Other" from the drop down menu>	SCAG Southern California Association of Governn
9. If "Other" was selected for #8- select your MPO or RTPA from the drop down menu>	
10. Urbanized Area (UZA) population (pop.)- Select your UZA pop. from drop down menu>	Rural (pop = or < 5,000)

Master Agreements (MAs):

11. ☒ Yes, the applicant has a FEDERAL MA with Caltrans. 11-5278R
12. ☒ Yes, the applicant has a STATE MA with Caltrans. 00016S
13. If the applicant does not have an MA. Do you meet the Master Agreement requirements? Yes ☐ No ☐
The Applicant MUST be able to enter into MAs with Caltrans

Partner Information:

14. Partner Name*:	15. Partner Type
16. Contact Information (Name, phone # & e-mail)	17. Contact Address & zip code

☐ Click here if the project has more than one partner; attach the remaining partner information on a separate page

*If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement must be submitted with the application, and a copy of the Memorandum of Understanding or Interagency Agreement between the parties must be submitted with the request for allocation.

Project Type: (Select only one)

18. Infrastructure (IF) ☒ 19. Non-Infrastructure (NI) ☐ 20. Combined (IF & NI) ☐

Project name: Improve Center Street Pedestrian Facility

I. GENERAL INFORMATION-continued

Sub-Project Type (Select all that apply)

21. ☐ Develop a Plan in a Disadvantaged Community (select the type(s) of plan(s) to be developed)
- ☐ Bicycle Plan ☐ Safe Routes to School Plan ☐ Pedestrian Plan
☐ Active Transportation Plan

(If applying for an Active Transportation Plan- check any of the following plans that your agency already has):

- ☐ Bike plan ☐ Pedestrian plan ☐ Safe Routes to School plan ☐ ATP plan

22. ☒ Bicycle and/or Pedestrian infrastructure
- Bicycle only: ☐ Class I ☒ Class II ☐ Class III
Ped/Other: ☒ Sidewalk ☒ Crossing Improvement ☐ Multi-use facility
- Other:

23. ☐ Non-Infrastructure (Non SRTS)

24. ☐ Recreational Trails*- ☐ Trail ☐ Acquisition

***Please see additional Recreational Trails instructions before proceeding**

25. ☐ Safe routes to school- ☐ Infrastructure ☐ Non-Infrastructure

If SRTS is selected, provide the following information

26. SCHOOL NAME & ADDRESS:

WESTMORLAND UNION ELEMENTARY SCHOOL

27. SCHOOL DISTRICT NAME & ADDRESS:

200 S. C STREET, WESTMORLAND, CA 92281

28. County-District-School Code (CDS) 13-63206008650	29. Total Student Enrollment 383	30. Percentage of students eligible for free or reduced meal programs ** 88.00
31. Percentage of students that currently walk or bike to school 43	32. Approximate # of students living along school route proposed for improvement 192	33. Project distance from primary or middle school 1 MILE

**Refer to the California Department of Education website: <http://www.cde.ca.gov/ds/sh/cw/filesafdc.asp>

- ☐ Click here if the project involves more than one school; attach the remaining school information including school official signature and person to contact, if different, on a separate page

Project name: Improve Center Street Pedestrian Facility

V. PROJECT PROGRAMMING REQUEST

Applicant must complete a Project Programming Request (PPR) and attach it as part of this application. The PPR and can be found at http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects_9-12-13.xls

PPR Instructions can be found at <http://www.dot.ca.gov/hq/transprog/ocip/2012stip.htm>

Notes:

- Fund No. 1 must represent ATP funding being requested for program years 2014/2015 and 2015/2016 only.
- Non-infrastructure project funding must be identified as Con and indicated as "Non-infrastructure" in the Notes box of the Proposed Cost and Proposed Funding tables.
- Match funds must be identified as such in the Proposed Funding tables.

Project name: Improve Center Street Pedestrian Facility

VI. ADDITIONAL INFORMATION

Only fill in those fields that are applicable to your project

FUNDING SUMMARY

ATP Funds being requested by Phase (to the nearest \$1000)

Amount

PE Phase (includes PA&ED and PS&E)	\$	88
Right-of-Way Phase	\$	
Construction Phase-Infrastructure	\$	897
Construction Phase-Non-infrastructure	\$	
Total for ALL Phases	\$	985

All Non-ATP fund types on this project* (to the nearest \$1000)

Amount

Local Matching Fund	+	\$	128
		\$	
		\$	
		\$	
		\$	
		\$	

*Must indicate which funds are matching

Total Project Cost

\$

1,113

Project is Fully Funded

Yes

ATP Work Specific Funding Breakdown (to the nearest \$1000)

Amount

Request for funding a Plan	\$	
Request for Safe Routes to Schools Infrastructure work	\$	985
Request for Safe Routes to Schools Non-Infrastructure work	\$	
Request for other Non-Infrastructure work (non-SRTS)	\$	
Request for Recreational Trails work	\$	

ALLOCATION/AUTHORIZATION REQUESTS SCHEDULE

	Proposed Allocation Date	Proposed Authorization (E-76) Date
PA&ED or E&P	09/01/2014	10/01/2014
PS&E	09/01/2014	10/01/2014
Right-of-Way		
Construction	02/01/2015	03/01/2015

All project costs MUST be accounted for on this form, including elements of the overall project that will be, or have been funded by other sources.

Project name: I'M PROVE CENTER STREET PEDESTRIAN FACILITY

VIII. APPLICATION SIGNATURES

Applicant: The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: [Signature]
 Name: Sally Grayson
 Title: City Clerk

Date: 5-15-14
 Phone: 760-344-3411
 e-mail: WestCityUSA@Roadrunner.com

Local Agency Official (City Engineer or Public Works Director): The undersigned affirms that the statements contained in the application package are true and complete to the best of their knowledge.

Signature: [Signature]
 Name: C. HUI LAI
 Title: DIRECTOR OF DEVELOPMENT SERVICES

Date: 5-15-2014
 Phone: 714-974-2863
 e-mail: SAHL@WASH.COM

School Official: The undersigned affirms that the school(s) benefited by this application is not on a school closure list.

Signature: [Signature]
 Name: Nancy Johnson
 Title: Superintendent / Principal

Date: May 16, 2014
 Phone: 760-344-4364 #2884
 e-mail: n.johnson@wued.org

Person to contact for questions:

Name: Mona Smith
 Title: CBO / Facilities

Phone: 760-344-4364 #2386
 e-mail: m.smith@wued.org

Caltrans District Traffic Operations Office Approval*

If the application's project proposes improvements on a freeway or state highway that affects the safety or operations of the facility, it is required that the proposed improvements be reviewed by the district traffic operations office and either a letter of support or acknowledgement from the traffic operations office be attached ☐ or the signature of the traffic personnel be secured below.

Signature: _____
 Name: _____
 Title: _____

Date: _____
 Phone: _____
 e-mail: _____

*Contact the District Local Assistance Engineer (DLAE) for the project to get Caltrans Traffic Ops contact information. DLAE contact information can be found at <http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

Project name:
Improve Center Street Pedestrian Facility

VIII. ADDITIONAL APPLICATION ATTACHMENTS

Check all attachments included with this application.

- ☒ Vicinity/Location Map- **REQUIRED for all IF Projects**
 - ☒ North Arrow
 - ☒ Label street names and highway route numbers
 - ☒ Scale
- ☒ Photos and/or Video of Existing Location- **REQUIRED for all IF Projects**
 - ☒ Minimum of one labeled color photo of the existing project location
 - ☒ Minimum photo size 3 x 5 inches
 - ☐ Optional video and/or time-lapse
- ☒ Preliminary Plans- **REQUIRED for Construction phase only**
 - ☒ Must include a north arrow
 - ☒ Label the scale of the drawing
 - ☒ Typical Cross sections where applicable with property or right-of-way lines
 - ☒ Label street names, highway route numbers and easements
- ☒ Detailed Engineer's Estimate- **REQUIRED for Construction phase only**
 - ☒ Estimate must be true and accurate. Applicant is responsible for verifying costs prior to submittal
 - ☒ Must show a breakdown of all bid items by unit and cost. Lump Sum may only be used per industry standards
 - ☒ Must identify all items that ATP will be funding
 - ☒ Contingency is limited to 10% of funds being requested
 - ☒ Evaluation required under the ATP guidelines is not a reimbursable item
- ☐ Documentation of the partnering maintenance agreement- Required with the application if an entity, other than the applicant, is going to assume responsibility for the operation and maintenance of the facility
- ☐ Documentation of the partnering implementation agreement-Required with the application if an entity, other than the applicant, is going to implement the project.
- ☐ Letters of Support from Caltrans (Required for projects on the State Highway System(SHS))
- ☐ Digital copy of or an online link to an approved plan (bicycle, pedestrian, safe routes to school, active transportation, general, recreation, trails, city/county or regional master plan(s), technical studies, and/or environmental studies (with environmental commitment record or list of mitigation measures), if applicable. Include/highlight portions that are applicable to the proposed project.
- ☒ Documentation of the public participation process (required)
- ☒ Letter of Support from impacted school- when the school isn't the applicant or partner on the application (required)
- ☒ Additional documentation, letters of support, etc (optional)



ACTIVE TRANSPORTATION PROGRAM CYCLE 1

APPLICATION Part 2 (Includes Narrative Sections II, III & IV)

II. PROJECT INFORMATION

(Please read the "ATP instructions" document prior to attaching your responses to all of the questions in Sections II. Project Information, Section III. Screening Criteria and Section IV. Narrative Questions - 20 pages max)

1. Project Location

Center Street from Baughman Road to 7th Street and various spot locations of missing sidewalk.

2. Project Coordinates

Latitude

33.0386974

(Decimal degrees)

Longitude

-115.620879

(Decimal degrees)

3. Project Description

The proposed project mitigates pedestrian and bicycle safety deficiencies, as follows:

- A. An objectionable standing water pool exists at the entrance of two alleys, between Bevelee Way and First Street, on S. Center Street (see Exhibit "A"). The sidewalk in the vicinity of the alley entrances is inundated by water, which poses a traffic safety obstacle for pedestrians. Pedestrians are forced to circumvent the ponding water by walking on the vehicle travel lane of the street. The project proposes to raise the differential grade elevation of the alley and sidewalk to eliminate the water ponding obstacle. A new concrete sidewalk will be constructed on the new grade.
- B. There is no street light on the entire length of Center Street. The project proposes to install street lights to attract evening pedestrian and bicyclist activities and enhance personal security. Energy saving L.E.D. street lights will be utilized to conserve electrical energy (see Exhibit "B").
- C. There is no curb/gutter and sidewalk on N. Center Street for the safety of pedestrians. The project proposes to install curb/gutter and sidewalk to remove the need for pedestrians and cyclists to walk and bicycle in traffic lanes (see Exhibits "B" & "J").
- D. The project proposes to install a median on N. Center Street to physically separate north and southbound traffic on the street (see Exhibit "J").

- E. Shade trees will be planted to provide aesthetic shade and lessen heat for pedestrians on the sidewalk during the summer in this desert area (see Exhibit "J").
- F. Complete gaps of missing sidewalk (see Exhibit "E")
- G. Install in-roadway lighted crosswalk on S.R. 86 at C Street and G Street to provide a safe walking/bicycling path to connect the communities on the north and south side of the state highway (see Exhibit "B").

4. **Project Status**

The project is categorically exempt. Upon project funding approval, the City will prepare a Preliminary Environmental Study Form to Caltrans for its review and certification. All the proposed improvements are within the City's right-of-way. A No Right-of-Way Form will be submitted to Caltrans for review and certification.

III. SCREENING CRITERIA

1. **Demonstrated Needs of the Applicant**

Describe the need for the project and/or funding

Westmorland is a small sized city with a significantly disadvantaged community of lower-income residents. Its residents send their children to walk to school from all parts of the City. The City is 74% Latino with 85% of the households report that a language other than English is spoken at home. These families are most affected by poorly maintained or non-existent pedestrian friendly infrastructure.

The City public right-of-way in most areas is in poorly maintained condition, with many areas that could be considered hazardous from a pedestrian safety point of view. There is no street lighting for the entire length of Center Street. There are also no paved sidewalks on Center Street. The lack of sidewalk area on this street forces pedestrians to walk on the traveled roadway of the street pavement. Many intersections do not have handicapped ramps.

Being a small city of 2,500 residents, Westmorland Union Elementary School (kindergarten to 8th Grade) is the only school in the City. It has a total enrollment of 383 students. Approximately 146 children presently walk to and from school. The City is divided into north and south sectors by the State Highway 86. A substantial volume of students from the north sector are required to cross the heavily travelled four-lanes of State Highway 86 in order to reach their school, which is located in the south sector of town.

Both North and South Center Streets are major routes for children going to and from school. These streets carry a traffic volume of 3,742 vehicles per day. However, this is deceiving because of the mixture of auto and truck traffic that uses that street. Heavy large semi-trucks constitute 34.2% of the total daily traffic volume. Based on a ratio of 3 passenger vehicle lengths to 1 semi-truck, this translates to a passenger vehicle equivalency of 11,226 vehicles per day. The truck traffic on Center Street is a severe nuisance and a constant source of complaint from local residents.

Speed surveys indicate that motorists drive consistently 40% to 50% faster than the posted speed limit on Center Street. These speed surveys prove the need to slow down traffic speeding. Lastly, there are no bikeways in the entire City to safely accommodate students riding bicycles to and from school.

2. Consistency with Regional Transportation Plan (100 words or less)

Explain how this project is consistent with your Regional Transportation Plan (if applicable). Include adoption date of the plan.

The vision, goals and policies of the *Southern California Association of Governments (SCAG) 2012-2035 Regional Transportation Plan (RTP)/Sustainable Communities Strategy* support the development of an infrastructure and environment that supports walking, reduces vehicle trips, and, most importantly, improves pedestrian safety. This is embodied with the addition of the *RTP's Active Transportation Appendix* which highlights on page 1 the goals:

- Goal 1: Increase dedicated funding for bicycle and pedestrian infrastructure
- Goal 2: Increase accommodation and planning for bicyclists and pedestrians.
- Goal 3: Increase transportation options, particularly for trips less than three miles.
- Goal 4: Significantly decrease bicycle and pedestrian fatalities and injuries.

The improvements proposed in this application are consistent with the above goals in so much as the project will create and enhance pedestrian facilities along Center Street that will service key pedestrian trip generators in the city, and improve safety and connectivity along State Route 86. As emphasized on page 36 of *SCAG's RTP* "Safety and Security First", the proposed Center Street improvements will improve pedestrian safety and increase accommodations by:

- removing the need for pedestrians to walk into travel lanes to avoid ponding water on the sidewalk;
- installing street lights to attract evening pedestrian activity and enhance security;
- constructing curb and gutter as a form of protection from vehicles and to avoid previously mentioned drainage issues;
- median islands to separate and slow oncoming traffic and help foster a more pedestrian friendly environment; and
- eliminating gaps of missing sidewalk.

Pedestrian safety is also improved by installing in-roadway lighted crosswalks on State Route 86:

- at C Street to allow safe passage between the Westmorland Union Elementary School and the Westmorland City Park.
- at G Street to connect the communities on either side of the state highway.

Furthermore, on page 31 of the *Imperial County Long Range Transportation Plan 2013 Update* it states "The transportation system envisioned for the County is a balanced system,

incorporating the needs of all groups, as well as making provisions for many different modes of transportation...encouraging a range of transportation opportunities while reducing dependency upon automobiles.” Therefore this proposed project is consistent and supported by Imperial County’s and SCAG’s transportation plans.

IV. NARRATIVE QUESTIONS

1. POTENTIAL FOR INCREASED WALKING AND BICYCLING, ESPECIALLY AMONG STUDENTS, INCLUDING THE IDENTIFICATION OF WALKING AND BICYCLING ROUTES TO AND FROM SCHOOLS, TRANSIT FACILITIES, COMMUNITY CENTERS, EMPLOYMENT CENTERS, AND OTHER DESTINATIONS; AND INCLUDING INCREASING AND IMPROVING CONNECTIVITY AND MOBILITY OF NON-MOTORIZED USERS. (0-30 POINTS)

A. Describe how your project encourages increased walking and bicycling, especially among students.

The proposed project will significantly improve traffic safety conditions for children walking and bicycling to and from school on Center Street and on various spot locations throughout the City. Improving safety will also increase parent confidence in having their children walk and bike ride to school. Once the sidewalks, bikeways and street lights are improved and there is more visibility of painted pedestrian crosswalks for motorists, it is anticipated that more students will want to walk or bicycle to school.

Tabulated below are surveys conducted to determine how students come to the Westmorland Union Elementary School from Center Street:

Enrollment	Survey Date	Walk	% Walk	Bike	% Bike
383 students	September 2011	69	18%	5	1.3%
	April 2014	54	14%	0	0

The above table shows a decline in walking/bicycling to school from Center Street.

For pedestrians and cyclists, the improvements proposed by our project will create a more comfortable and pleasant walking/bicycling environment for children. Since students will

feel safer, they will be able to have a more pleasing and safe walk or bike ride to and from school.

The proposed project will provide comprehensive improvements that increase pedestrian safety for school children. Since 14% of the students presently walk to school here, it is vitally important to increase the safety for these children to attend school. We are confident that the project will increase the overall number of students who walk and bike ride to school.

The practice of walking and bicycling to school will be sustained through the on-going education program that will be initiated from the non-infrastructure Safe-Routes-to-School grant received by the City several years ago. The residents of the City greatly favor the positive benefits of physical health, personal safety, and cost economy, that will accrue from the improvements provided by the proposed project and the Safe-Routes-to-School programs. Parents will be thankful for the cost-savings that will accrue from not using their vehicles to transport their children to school. Children will enjoy the positive reinforcement and goodwill that comes from being recognized in their classroom for their involvement in the project.

The advertising and handout of materials provided by the City will be a continuing positive reinforcement that lends goodwill to the students that walk or ride their bicycle to school. Furthermore, with the continued positive advertisement and recognition coming from the project, there will be a rising of personal self-identity with the program. Parents and children will take personal pride in what they do in and for the City's program. With the proposed traffic safety improvements, it is anticipated that a 20% to 25% increase in walking/bicycling to school, community center, city park and public swimming pool facility.

Existing water ponding over the sidewalk area on S. Center Street at the two alleys between Beverlee Way and First Street is a safety obstacle for pedestrians. Pedestrians are forced to

walk on the street. Removal of this obstacle and the installation of street lighting will greatly improve the safety of pedestrians.

Improving the intersections of S.R. 86/C Street and S.R. 86/G Street with in-roadway lighted crosswalk will minimize potential pedestrian traffic accidents and encourage pedestrian walking.

- B. Describe the number and type of possible users and their destinations, and the anticipated percentage increase in users upon completion of your project. Data collection methods should be described.

Majority of the users are students who walk or bike ride to and from school. Other destinations possible for them from the improvements of the project are the City community center, and City Park with swimming pool (see Exhibit "H"). The adult pedestrians will use Center Street to reach the post office. Existing pedestrian volume counts were collected on 5-1-14 at the intersections of S.R. 86/S. Center Street and 2nd Street/S. Center Street. A total of 18 pedestrians were counted.

- C. Describe how this project improves walking and bicycling routes to and from, connects to, or is part of a school or school facility, transit facility, community center, employment center, state or national trail system, points of interest, and/or park.

There will be an estimated 20% to 25% increase in walking and biking, with the following proposed improvements:

- Removing the need for pedestrians to walk into travel lanes to avoid ponding water on the sidewalk;
- Installing street lights to attract evening pedestrian activity and enhance security;
- Constructing curb and gutter as a form of protection from vehicles and to avoid previously mentioned drainage issues;
- Median islands to separate and slow oncoming traffic and help foster a more pedestrian friendly environment; and
- Eliminating gaps of missing sidewalk.
- Installing in-roadway lighted crosswalks on S.R. 86 at C Street to allow safe passage between

the Westmorland Union Elementary School and the Westmorland City Park.

- Installing in-roadway lighted crosswalks on S.R. 86 at G Street to connect the communities on either side of the state highway.

D. Describe how this project increases and/or improves connectivity, removes a barrier to mobility and/or closes a gap in a non-motorized facility.

The project will eliminate the water ponding obstacle to the sidewalk at the two alleys, between Beverlee Way and First Street, on S. Center Street, install new sidewalk on N. Center Street and fill up missing gaps of existing sidewalk on various spot locations throughout the City. Parents will be more confident to allow their children to walk/bicycle on the new sidewalk instead of having them risk the hazard of walking on traveled roadway of the street. The improved crossings on S.R. 86 will connect the communities between the north side and south side of the state highway. Lastly, the street lighting improvements on Center Street will attract evening pedestrian activity and enhance personal security. Shade trees on the sidewalk will shield pedestrians from the summer desert heat which averages at 115 degrees.

2. POTENTIAL FOR REDUCING THE NUMBER AND/OR RATE OF PEDESTRIAN AND BICYCLIST FATALITIES AND INJURIES, INCLUDING THE IDENTIFICATION OF SAFETY HAZARDS FOR PEDESTRIANS AND BICYCLISTS. (0-25 POINTS)

A. Describe the potential of the project to reduce pedestrian and/or bicycle injuries or fatalities.

South Center Street has an unacceptable truck-related traffic accident history. The street experiences a rate of 4.8 accidents per million-vehicle-mile, which is three times higher than the county average rate of 1.5 accidents per million-vehicle-mile. In the Year 2002, an 11-year old pedestrian was killed by a truck as this person was cycling across Center Street. A total of 3 pedestrian accidents occurred on S.R. 86 at G Street. Exhibit "C" shows a listing of traffic accidents occurring on Center Street.

The goal of this project is to find practical, effective, and low cost, methods to enhance the routes to school and community center. The proposed traffic safety improvements

will not only improve walking safety of children, but will also improve the safety of adult pedestrians.

To assure the success of this project, community involvement will be made a part of project implementation to make sure that the concerns of parents are fully addressed.

B. Describe if/how your project will achieve any or all of the following:

- Reduces speed or volume of motor vehicles
- Improves sight distance and visibility
- Improves compliance with local traffic laws
- Eliminates behaviors that lead to collisions
- Addresses inadequate traffic control devices
- Addresses inadequate bicycle facilities, crosswalks or sidewalks

This project will improve safety by eliminating or reducing many of the hazards associated with walking/bicycling. In doing so, these changes will enhance the perception of traffic safety and make walking/bicycling more appealing, make pedestrians and cyclists more visible to traffic and encourage parents to allow their children to walk/bike to school.

There is no curb/gutter and sidewalk on N. Center Street. Without sidewalk, school children tend to walk into the traffic lane area of the street and become dangerously close to moving vehicles because there is no distinction between walking area and the traffic lane. This project proposes to install sidewalk on both sides of the street. Also, a substantial number of existing school crosswalks do not have handicapped ramps for access into the new sidewalk area. The proposed project will provide the necessary ramps in the project area.

The project will also eliminate the water ponding hazard which makes the existing sidewalk inaccessible and cause7s pedestrians to walk on the traveled roadway of the street. The existing lack of street lighting can expose children and adult pedestrians alike to traffic accidents and criminal activities during dark hours.

C. Describe the location's history of events and the source(s) of data used (e.g. collision reports, community observation, surveys, audits) if data is not available include a description of safety hazard(s) and photos.

A total of 24 accidents occurred on Center Street for the period between 2002 and 2006. One fatal pedestrian accident occurred in 2002. A total of 50 traffic accidents occurred on S.R. 86 within the City of Westmorland. 4 pedestrian accidents were involved.

Exhibit "C" shows a history of traffic accidents occurring on Center Street and on S.R. 86.

Exhibit "D" shows the traffic conflicts between students and semi-trucks on S. Center Street.

3. PUBLIC PARTICIPATION and PLANNING (0-15 POINTS)

- A. Describe the community based public participation process that culminated in the project proposal or plan, such as noticed meetings/public hearings, consultation with stakeholders, etc.

The project team consists of the following key personnel:

Larry Ritchie – Mayor

Sally Traylor – City Clerk

C. Hui Lai – Director of Development Services/City Traffic Engineer

Wayne Walker – Deputy Director

Linda Morse – School Superintendent

Fred Beltran – Police Chief

The partnerships and coalitions that have an interest in improving the safety of pedestrian and bicycle routes include school, business, and civic organizations throughout the City.

Local PTA's, YMCA and the City's Police Department support this project. These organizations have dedicated their time and efforts to develop and improve the safety of streets for pedestrians, bicyclists and motorists. The primary interest of these groups is to safe guard the young people of school age children who walk to school by teaching them how to avoid conflicts and get to school safely. Many joint events with these groups, as well as youth sports organizations, are held at the City. All of these groups will help with the traffic safety program, and will also provide feedback and suggestions to improve the

program. The City considers this project as a top priority in the City's School Traffic Safety Program.

The purpose of this project is to find practical, effective, and low cost methods, to enhance the routes to schools. The proposed project tasks are proven solutions that will work. The proposed traffic safety improvements will not only improve walking safety of children but also improve the walking safety of all other pedestrians in the area.

From the surveys taken at the Westmorland Union Elementary school, it is alarming to learn that more than 35% of the school children are regularly chauffeured to and from school by their parents. Chauffeuring parents are adding more cars on the streets and causing traffic congestion and hazard to children who are walking to school.

The proposed improvements will make streets safer for walking or bicycling school children and will provide the following anticipated benefits:

- Reduce or minimize potential pedestrians and bicycle accidents.
- Parents will gain higher trust in the street system and will be more inclined to allow their children to walk or bike to school.
- Traffic congestion will be reduced in and around schools with more children walking and bicycling to schools.
- Children will experience greater independence as well as learn valuable traffic safety skills.
- Physical activity such as walking or bicycling can positively affect school academic performance, promote good health, combat obesity in children and reduce traffic congestion during school attendance and dismissal periods. The cost-savings from not chauffeuring their children to school would conserve gallons of fuel which in turn reduces air pollution and dependency on foreign oil.

- A significant benefit of the project is the reduction of hazardous vehicle exhaust emissions from the reduction of vehicles used to transport children to and from school. Another benefit to the residents of the community is the reduction in insurance cost for motorists of the city from the reduction in accidents that will be directly attributable to the improvements provided by the project.

The proposed project will undoubtedly improve pedestrian traffic safety and gain parents confidence to let their children walk to school instead of chauffeuring them. The proposed sidewalk gap installations and ramp installations will benefit all other pedestrians who use the public right-of-way along the routes that children use to go to school.

B. Describe the local participation process that resulted in the identification and prioritization of the project:

Community involvement and input will be the centerpiece on the selection of improvements to be undertaken by the project. A meeting was held with the School Principal, Mayor, City Clerk, Police Chief, Director of Development Services, Deputy Director and the Safe-Routes-to-School coordinator in preparation of the 11-19-12 Saturday Honey Bee and Traffic Safety Expo. It was a full community event promoting pedestrian and bicycle safety. The event was published on the City's website and a banner was installed at the school. Flyers were sent home with all students. Students attending the event had a chance to receive a free bicycle helmet and win bicycles. To qualify for the prizes, they had to participate in a Bicycle Rodeo and walk in the Westmorland Traffic Safety Mock City for pedestrian safety education. Exhibit "K" shows various events of the Expo.

The success of the Helmet Decorating Contest was outstanding. Definitely the best turnout for the Honey Festival and the most creative decorated helmets the educational contractor has ever experienced. 72% of the elementary school students wanted to receive and decorated a new

helmet for the contest. A total 271 helmets were distributed. The City plans to post to the City website photos of the creative helmets so all can appreciate Westmorland's student imagination. The Traffic Safe CITY Model provides hands-on experience on how to cross intersections safely. The Safe-Routes-to-School maps accurately direct students where to walk and which intersections to cross. The crossing guard mentioned that after the Traffic Safety CITY education, the students are more willing to obey crossing guards' directions.

Neighborhoods or parent groups were gathered to discuss various traffic problems and solutions. The Helmet Decorating Contest causes parents to be aware that students do ride bicycles to school and to watch out for the riders with creative helmets. After the Helmet Contest, the bicycle riders to school increased from 2% to 4%, and all wearing helmets.

The following alternative improvement plans were considered and evaluated by the community stakeholders. The ultimate plan for pedestrian safety includes the employment of crossing guard personnel that are stationed at all points of crossing at streets for the maximum protection of children. The plan also includes the use of motorized shuttles and buses that would physically transport children to and from the public school. These safety measures would be costly and subject the City to enormous expenses. Such large projects would also place an enormous burden on the taxpaying public of this City.

Other options would have to include consideration for pedestrian bridges, pedestrian tunnels, electrically lighted information signals and signs to inform the motorists, specially placed speed bumps, and the employment of crossing guard personnel to be stationed at all points of crossing for the maximum protection of children who cross all streets.

All of these alternatives would be costly and subject the City to enormous expenses that would force it to ignore other more pressing traffic congestion and hazardous traffic

conditions. Such large projects would also place an enormous burden on the taxpaying public of this City. The proposed project plan is considered to have the most cost-effective mitigation measures to improve pedestrian/bicycle safety in the City.

C. Is the project cost over \$1 Million? Y/N ☐ Yes

4. COST EFFECTIVENESS (0-10 POINTS)

A. Describe the alternatives that were considered. Discuss the relative costs and benefits of all the alternatives and explain why the nominated one was chosen.

1. The following pedestrian/bicycle improvement plans were considered and evaluated by the community stakeholders:

- The ultimate plan for pedestrian safety includes the employment of crossing guard personnel that are stationed at all points of crossing at streets for the maximum protection of children who cross all streets in the City. Other plans also include the use of motorized shuttles/buses and chauffeuring parents that would physically transport children to and from the public school. Parents dropping off and picking up their children during school attendance and dismissal periods would add more cars on the streets and traffic congestion and hazards to children who are walking to and from school. The cost-savings from not chauffeuring or the use of shuttle buses would conserve fuel which in turn reduces air pollution and dependency on foreign oil.
- Other costly options would have to include consideration for pedestrian bridges and pedestrian tunnels.

All of these alternatives would be costly and subject the City to enormous expenses that would force it to ignore other more pressing traffic congestion and hazardous traffic conditions. Such large projects would also place an enormous burden on the taxpaying public of this City. The proposed project is considered to

have the most cost-effective mitigation measures to improve pedestrian/bicyclist traffic safety and gain parent's confidence to let their children walk/bike to school. Physical activities such as walking or bicycling can positively affect school academic performance, promote good health, combat obesity in children and reduce traffic congestion on streets adjacent to the school.

Energy saving L.E.D. street lights will be used to conserve electrical energy and provide cost-savings to the City. Other benefits include reduction of greenhouse gas emission effect and lessen our nation's dependency on foreign oil.

- B. Calculate the ratio of the benefits of the project relative to both the total project cost and funds requested (i.e., $\frac{\text{Benefit*}}{\text{Total Project Cost}}$ and $\frac{\text{Benefit*}}{\text{Program Funds Requested}}$).

$$\frac{\text{Benefit*}}{\text{Total Project Cost}} = 11.66 \text{ and } \frac{\text{Benefit*}}{\text{Program Funds Requested}} = 13.17$$

Detailed B/C Ratio Calculations are shown in Exhibit "I".

Benefits must directly relate to the goals of the Active Transportation Program.

5. IMPROVED PUBLIC HEALTH (0-10 points)

- A. Describe how the project will improve public health, i.e. through the targeting of populations who have a high risk factor for obesity, physical inactivity, asthma, or other health issues.

According to the Center for Disease Control and Prevention (CDC) in their 9/27/13 New CDC Vital Signs report found that 200,000 heart disease and stroke deaths could have been prevented.

The percentage of children aged 6-11 years in the United States who were obese increased from 7% in 1980 to nearly 18% in 2012. Similarly, the percentage of adolescents aged 12-19 years who were obese increased from 5% to nearly 21% over the same period.

In 2012, more than one third of children and adolescents were overweight or obese.

Center for Disease Control and Prevention

Morbidity and Mortality Weekly Report September 16, 2011

Recommendations and Reports Vol 60 No 5

According to this report childhood obesity has both immediate and long-term effects on health and well-being. The immediate health effects:

- Obese youth are more likely to have risk factors for cardiovascular disease, such as high cholesterol or high blood pressure. In a population-based sample of 5- to 17-year-olds, 70% of obese youth had at least one risk factor for cardiovascular disease.
- Obese adolescents are more likely to have prediabetes, a condition in which blood glucose levels indicate a high risk for development of diabetes.
- Children and adolescents who are obese are at greater risk for bone and joint problems, sleep apnea, and social and psychological problems such as stigmatization and poor self-esteem.

Long-term health effects:

- Children and adolescents who are obese are likely to be obese as adults¹¹⁻¹⁴ and are therefore more at risk for adult health problems such as heart disease, type 2 diabetes, stroke, several types of cancer, and osteoarthritis. One study showed that children who became obese as early as age 2 were more likely to be obese as adults.
- Overweight and obesity are associated with increased risk for many types of cancer, including cancer of the breast, colon, endometrium, esophagus, kidney, pancreas, gall bladder, thyroid, ovary, cervix, and prostate, as well as multiple myeloma and Hodgkin's lymphoma.

In the CDC report they identified 9 Guidelines for prevention of obesity and disease.

Prevention behaviors included:

- Healthy lifestyle habits, including healthy eating and *physical activity*, can lower the risk of becoming obese and developing related diseases.
- The dietary and physical activity behaviors of children and adolescents are influenced by many sectors of society, including families, communities, *schools*,

child care settings, medical care providers, faith-based institutions, government agencies, the media, and the food and beverage industries and entertainment industries.

In the report they say that *schools* play a particularly critical role by establishing a safe and supportive environment with policies and practices that support healthy behaviors. Schools also provide opportunities for students to learn about and practice healthy eating and physical activity behaviors.

Below is Guideline 4 of their report that emphasizes quality physical education:

Implement a comprehensive physical activity program with quality physical education as the cornerstone.

Children and adolescents should participate in 60 minutes of physical activity every day. A substantial percentage of students' physical activity can be provided through a comprehensive, school-based physical activity program that includes these components: physical education, recess, classroom-based physical activity, walk and bicycle to school, and out-of-school time activities.

Implementation of improved pedestrian and bicycle facilities proposed by the project will increase children walking and bicycling to and from school. Walking and bicycling will have a positive effect in improving the health of students and public health overall especially starting at a younger elementary school age.

6. BENEFIT TO DISADVANTAGED COMMUNITIES (0-10 points)

A. I. Is the project located in a disadvantaged community? Y/N

YES

II. Does the project significantly benefit a disadvantaged community? Y/N

YES

a. Which criteria does the project meet? (Answer all that apply)

- Median household income for the community benefited by the project: \$29,167
- California Communities Environmental Health Screen Tool (CalEnvironScreen) score for the community benefited by the project: top 10%

- o For projects that benefit public school students, percentage of students eligible for the Free or Reduced Price Meals Programs: 87.04 %
- b. Should the community benefitting from the project be considered disadvantaged based on criteria not specified in the program guidelines? If so, provide data for all criteria above and a quantitative assessment of why the community should be considered disadvantaged.

N/A

- B. Describe how the project demonstrates a clear benefit to a disadvantaged community and what percentage of the project funding will benefit that community, for projects using the school based criteria describe specifically the school students and community will benefit.

The project area is 100% within the disadvantaged community of Westmorland.

7. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS (0 to -5 points)

The applicant must send the following information to the CCC and CALCC prior to application submittal to Caltrans:

Project Description
Project Map

Detailed Estimate
Preliminary Plan

Project Schedule

The corps agencies can be contacted at:
California Conservation Corps at: www.ccc.ca.gov
Community Conservation Corps at: <http://calocalcorps.org>

- A. The applicant has coordinated with the CCC to identify how a state conservation corps can be a partner of the project. Y/N ☒ YES

- a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

Project information was sent to Virginia Clark of CCC.
Telephone number: 916-341-3147
Email Address: VIRGINIACLARK@CCC.CA.GOV

- B. The applicant has coordinated with a representative from the California Association of Local Conservation Corps (CALCC) to identify how a certified community conservation corps can be a partner of the project.

Y/N ☒ YES

- a. Name, e-mail, and phone # of the person contacted and the date the information was submitted to them

Project information was sent to Paige Brokaw of CALCC.
Telephone number: 916-558-1516
Email Address: CALLOCALCORPS@GMAIL.COM

- C. The applicant intends to utilize the CCC or a certified community conservation corps on all items where participation is indicated? Y/N ☒ YES

I have coordinated with a representative of the CCC; and the following are project items that they are qualified to partner on:

1. Sidewalk construction
2. Curb/Gutter construction
3. Landscaping
4. Grading/surveying

Response from CCC is shown in Exhibit "F"

I have coordinated with a representative of the CALCC; and the following are project items that they are qualified to partner on:

1. Sidewalk construction
2. Curb/Gutter construction
3. Landscaping
4. Grading/surveying

Response from CALCC is shown in Exhibit "G"

Points will be deducted if an applicant does not seek corps participation or if an applicant intends not to utilize a corps in a project in which the corps can participate*.

- The applicant intends to partner with a conservation corps to the maximum extent possible- 0 points
- The applicant did not seek partnership with a conservation corps, or indicated that they do not intend to partner with the corps to the maximum extent possible- (-)5 points

**If the applicant has indicated intended use of the CCC or CALCC in the approved application, a copy of the agreement between the implementing agency and the CCC or CALCC must be provided by the implementing agency, and will be incorporated as part of the original application, prior to request for authorization of funds for construction.*

8. APPLICANT'S PERFORMANCE ON PAST GRANTS (0 to -10 points)

- A. Describe any of your agency's ATP type grant failures during the past 5 years, and what changes your agency will take in order to deliver this project.

N/A

- The applicant has no past grant experience or has performed satisfactorily on past grants - 0 points
- The applicant has not performed satisfactorily on past grants and/or has not adequately described how they will deliver this project (-)10 points



CITY OF WESTMORLAND



N. CENTER STREET
LANDSCAPE MED. ISLAND
CURB CUTTER / SIDEWALK
LIGHTING

SR86 / C STREET
N-ROAD LIGHTED XWALK

SR86 / Q STREET
N-ROAD LIGHTED XWALK

S. CENTER STREET
LANDSCAPE EXIST. ISLAND
STREET LIGHTING

S. CENTER STREET / ALLEY'S
EXISTING WATER POUNDING
RAISE TO GRADE ELEVATION
INSTALL NEW SIDEWALK

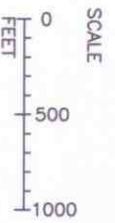


EXHIBIT 'B'
PROPOSED IMPROVEMENTS

EXHIBIT "C"

WESTMORLAND POLICE DEPARTMENT

355 South Center Street, Westmorland, CA. 92281 (760) 344-3457 Fax (760) 344-0963

INTER DEPARTMENT MEMO

TO Honorable Councilmember, L. Ritchie
FROM Chief F.R. Beltran
DATE June 8, 2007
SUBJ Traffic Accident Data

Mr. Ritchie,

As per your request, listed below are traffic accidents that have occurred within the last ten (10) years. The following list of accidents have been reported and investigated by the Westmorland Police Department personnel.

(*) THE SEGMENT OF S.R. 86 WITHIN THE CITY OF WESTMORLAND IS ALSO NAMED "MAIN STREET".

January 2007 to June 07

March 07, 2007 Accident @ South Center Street / Baughman Road.
March 17, 2007 Accident @ South "G" St / Third Street
March 22, 2007 Accident @ 100 West Main Street (*)

January 2006 to December 2006

March 20, 2006 Accident @ 200 South Center Street.
April 27, 2006 Accident @ North Center Street / Seventh Street.
May 17, 2006 Accident @ South Center Street / Main Street (*)
October 26, 2006 Accident @ 100 South Center Street.
December 11, 2006 Accident @ 100 South Center Street / Main Street (*).

January 2005 to December 05

February 18, 2005 Accident @ 300 West Main Street
May 24, 2005 Accident 100 South Center Street / Main Street. (*)
May 24, 2005 Accident 100 South Center Street / Main Street. (*)
May 30, 2005 Accident 100 South Center Street / Main Street. (*)
June 20, 2005 Accident 200 West Main Street
July 26, 2005 Accident South Center Street / Baughman Road.
October 22, 2005 Accident 100 South Center Street / Main Street. (*)
December 27, 2005 Accident 300 West Main Street
December 31, 2005 Accident 100 South Center Street / Main Street. (*)

January 2004 to December 2004

February 11, 2004	Accident @ 100 South Center Street .
February 15, 2004	Accident @ 200 West Main Street / "G" Street (*)
May 22, 2004	Accident @ 300 West Main Street (*)
September 26, 2004	Accident @ 400 West Main Street (*)
October 23, 2004	Accident @ 200 West Main / "F" Street (*)
October 26, 2004	Accident @ 200 West Main Street / "F" Street (*)
November 16, 2004	Accident @ 100 South "G" Street
December 16, 2004	Accident @ 300 West Main Street (*)
December 18, 2005	Accident 100 West Main Street (*)

January 2003 to December 03

January 02, 2003	Accident @ 200 West Main Street (*)
February 12, 2003	Accident @ 100 South Center / Main Street (*)
March 23, 2003	Accident @ 300 South Center Street / First Street
March 31, 2003	Accident @ 100 West Main Street (*)
May 26, 2003	Accident @ 100 East Main Street (*)
December 01, 2003	Accident @ 400 West Main / Martin Road

January 2002 to December 02

January 20, 2002	Accident @ 500 West Main Street (*)
February 10, 2002	Accident @ South Center / Baughman Road
March 23, 2002	Accident 300 South Center Street / First Street
March 31, 2002	Accident @ 200 West Main Street / "F" Street (*)
May 26, 2002	Accident @ 100 West Main Street (*)
December 01, 2002	Accident @ 400 West main Street / Martin Road (*)

January 2001 to December 2001

March 30, 2001	Accident @ South Center / Baughman Road
April 20, 2001	Accident @ 100 North Center Street / Main Street (*)
December 05, 2001	Accident @ 100 South Center Street / Main Street (*)
December 27, 2001	Accident @ South Center Street / Baughman Road

EXHIBIT "C"

Time Period: 1-1-2011 to 12-31-2013

Total number of traffic accidents on S.R. 86 within the City of Westmorland: 50 accidents

4 pedestrian accidents were involved out of the 50 accidents

EXHIBIT "D"

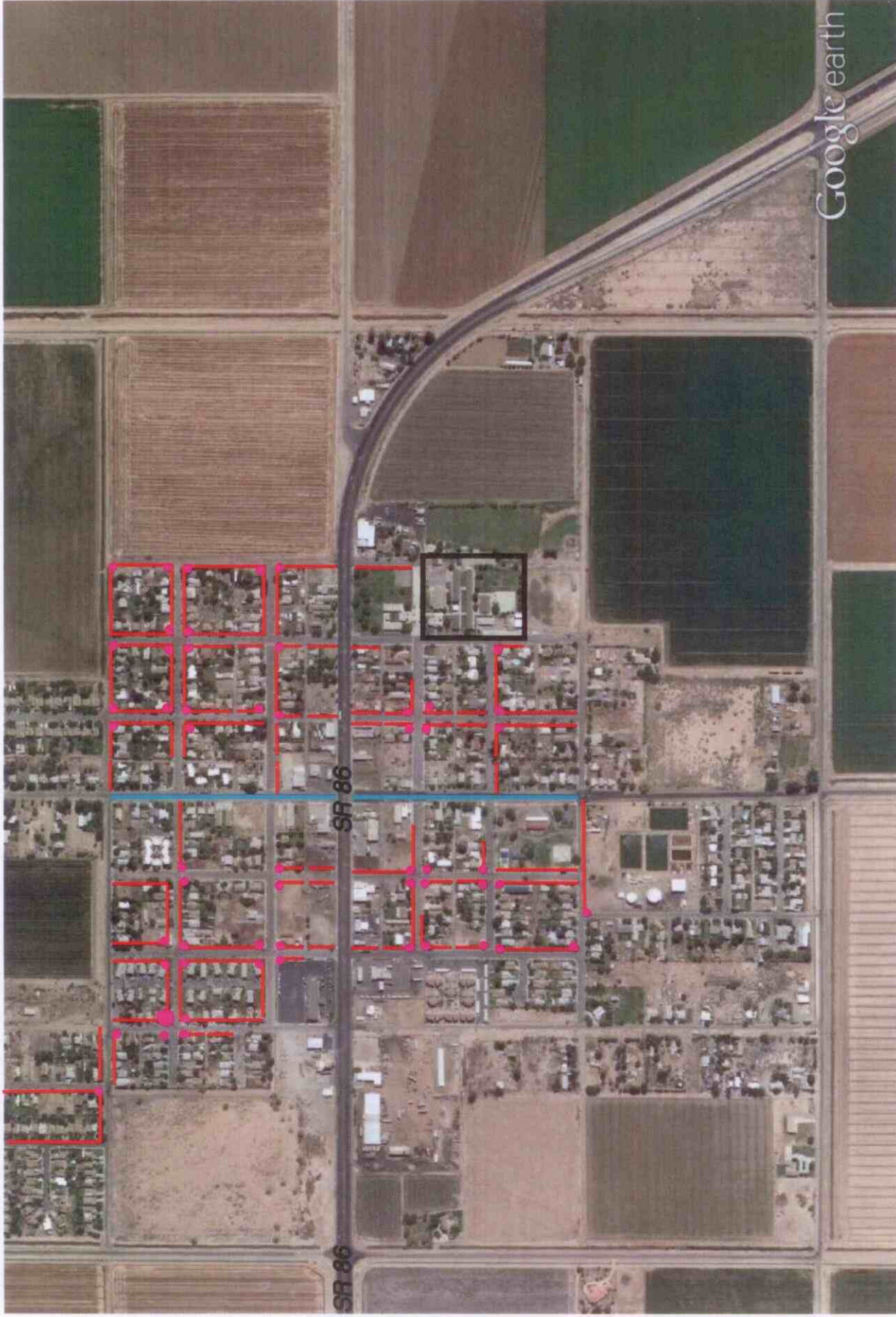


EXISTING HAZARDOUS TRUCK
TRAFFIC CONFLICT WITH STUDENTS
CROSSING S. CENTER STREET

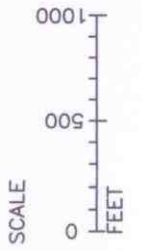


LARGE, HEAVY TRUCKS CONGESTING
CENTER STREET

CITY OF WESTMORLAND



MISSING SIDEWALKS
MISSING CURB RAMP
EXHIBIT "E"
PROPOSED INSTALL MISSING SIDEWALKS
AND CURB RAMPS



[Print](#)

EXHIBIT " F "

[Close](#)

FW: City of Westmorland - ATP Application

From: **Clark, Virginia@CCC** (Virginia.Clark@CCC.CA.GOV)

Sent: Thu 5/15/14 10:20 AM

To: sahl@msn.com (sahl@msn.com)

Cc: Kirsch, Steve@CCC (Steve.Kirsch@CCC.CA.GOV); calocalcorps@gmail.com
(calocalcorps@gmail.com); Rankin, Michelle@CCC (Michelle.Rankin@CCC.CA.GOV)

Hui,

The CCC will NOT be opting to participate in this ATP project.

Virginia Clark

Region Deputy, Region 1



California Conservation Corps

(916) 341-3147

fx(877) 834-4177

virginia.clark@ccc.ca.gov



PLEASE CONSIDER THE ENVIRONMENT BEFORE PRINTING THIS EMAIL

Visit our web site at www.ccc.ca.gov for more information about the California Conservation Corps

[Print](#)

EXHIBIT "G"

[Close](#)

Re: City of Westmorland - ATP Application

From: **Calcc Calcc** (callocalcorps@gmail.com)
Sent: Sat 5/17/14 3:41 PM
To: Hui Lai (sahl@msn.com)
Cc: virginia.clark@ccc.ca.gov (virginia.clark@ccc.ca.gov)

Good afternoon,

Thank you for contacting CALCC. Unfortunately, no local corps will be able to participate on this project. This email should serve as confirmation that you have contacted the local corps and that they have declined to participate. Feel free to attach this email to your final application.

Thanks,
Cynthia

Cynthia Vitale

Conservation Strategy Group

1100 11th Street, Suite 200

Sacramento, CA 95814

(916) 558-1516 ext. 126

This electronic message contains information from Conservation Strategy Group, LLC, which is confidential or privileged. The information is intended to be sent to the individual or entity named above. If you are not the intended recipient, be aware that any disclosure, copying or distribution or use of the contents of this information is prohibited. If you have received this electronic transmission in error, please notify us by telephone at 916-558-1516.

On Wed, May 14, 2014 at 9:07 AM, Hui Lai <sahl@msn.com> wrote:

CITY OF WESTMORLAND



N. CENTER STREET
(PROJECT LOCATION)

SR86 / C STREET

SR86 / G STREET

S. CENTER STREET
(PROJECT LOCATION)

U.S. POST OFFICE

WESTMORLAND UNIFIED
SCHOOL

COMMUNITY CENTER

COMMUNITY CENTER
POOL/PARK

CITY HALL/POLICE DEPT.

S. CENTER STREET / ALLEYS
REPLACE SIDEWALK

SCALE

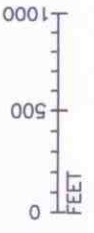


EXHIBIT "H"

PROJECT LOCATION AND ACTIVITY CENTERS

SR 86

Benefit / Cost Calculation Result**1. Project Information**

Application ID

Westmorland ATP

Version

2

2. Countermeasures and Crash Data

Crash Data Time Period

01/01/2002

to

12/31/2006

Years

5

- Install sidewalk / pathway (to avoid walking along roadway)

CM Number	Project Type	Crash Type	CRF	Life
R37	Ped and Bike	Ped & Bike	80	20

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	1	0	0	1	0	2

Annual Benefit	\$ 648,608	Cost	\$ 985,000
Life Benefit	\$ 12,972,160	B/C Ratio	13.17

3. Benefit Cost Result

Total Benefit	\$ 12,972,160
Total Cost	\$ 985,000
B/C Ratio	13.17

Safety Practitioner / Engineer: Hui Lai

Signature:

By signing this B/C Calculation Result, you are attesting to your authority / responsibility at your local agency for this work and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, DO NOT SIGN if any of this is not the case.

EXHIBIT " I "

Benefit / Cost Calculation Result**1. Project Information**

Application ID

Westmorland ATP

Version

1

2. Countermeasures and Crash Data

Crash Data Time Period

01/01/2002

to

12/31/2006

Years

5

- Install sidewalk / pathway (to avoid walking along roadway)

CM Number	Project Type	Crash Type	CRF	Life
R37	Ped and Bike	Ped & Bike	80	20

Crash Type	Fatality (Death)	Severe Injury	Injury - Other Visible	Injury - Complaint of Pain	Property Damage Only	Total
Ped & Bike	1	0	0	1	0	2

Annual Benefit	\$ 648,608	Cost	\$ 1,113,000
Life Benefit	\$ 12,972,160	B/C Ratio	11.66

3. Benefit Cost Result

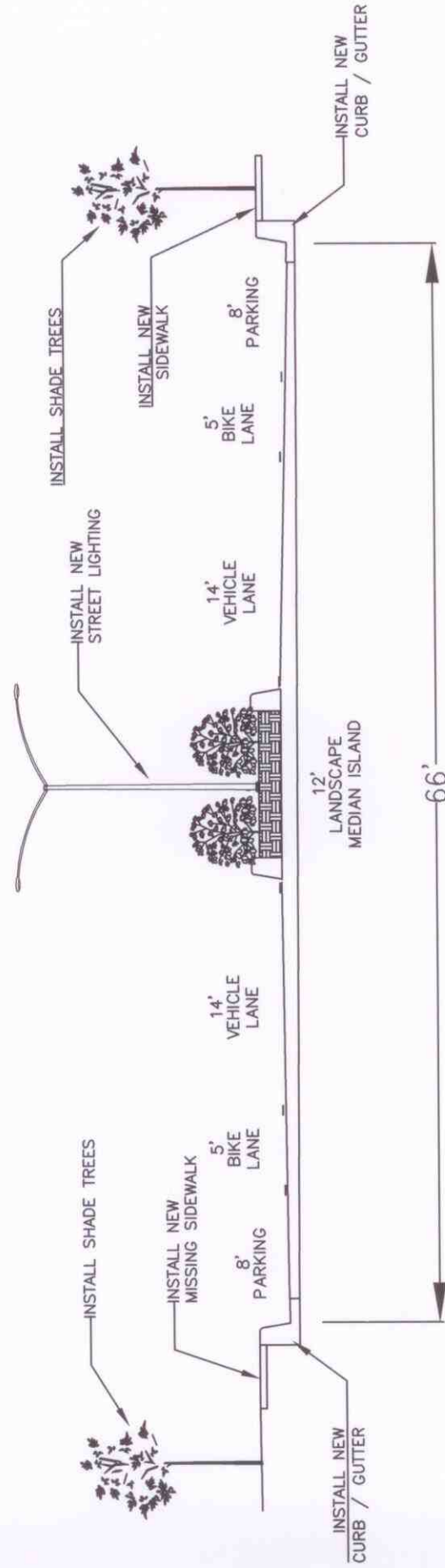
Total Benefit	\$ 12,972,160
Total Cost	\$ 1,113,000
B/C Ratio	11.66

Safety Practitioner / Engineer: Hui Lai

Signature:

By signing this B/C Calculation Result, you are attesting to your authority / responsibility at your local agency for this work and you are attesting to the accuracy of the values on this page and that they have been entered into the HSIP Application Form correctly, DO NOT SIGN if any of this is not the case.

EXHIBIT " I "



PROPOSED CROSS-SECTION
ON
N. CENTER STREET

EXHIBIT "J"

EXHIBIT "K"

COMMUNITY TRAFFIC SAFETY PARTICIPATION AND SAFETY
EXPO

Public Safety Expo Outline

Advertising

- Send Flyers to local Elementary Schools & Jr. High's
- Fire, Police, & local Business's put up flyers
- Put Banner up on Main Street for residents to see
- If the City has a newsletter put information a month or weeks before

Giveaways

- Free Helmets
- Bikes
- Car Seats- Infant and Booster Seat
- www.positivepromotions.com- They have coloring books, crayons lots of different stuff to purchase to do a giveaway for kids on safety.
- Most of the different Organizations and businesses bring there own free giveaways for the kids.

In order for the kids to win a free helmet they should go thru a safety course and at the end of the safety course they get their free helmet and a ticket for the raffle for the free bike.

For the Car Seat giveaway there are a few ways to go around it. You can have residents come to City Hall or Police Station to feel out an application for low income families who qualify, and then if they qualify they have to go thru a car seat installation course and the car seat gets installed by a certified instructor at the end of the course. This could be a different day than the safety expo.

Another way is put on the flyers first come first serve basis to the first families to come to the expo with their child and must bring a vehicle to have a certified instructor install the correct car seat into their vehicle. You don't have to be low income just in need of a car seat.

Booths/Exhibitors

- Highway Patrol
- American Red Cross
- Ambulance Service
- Fire
- Police - All Departments (Example, Narcotics, Bomb Squad, Mounted Police, K9 etc.)
- All Police, Fire and Ambulance Helicopters
- Non Profit Organizations (Example) Su Casa,
- Emergency Preparedness
- Yogi Bear Shake House (Earthquake Preparedness)



LETTERS OF SUPPORT

California State Senate

SENATOR
BEN HUESO
FORTIETH SENATE DISTRICT



STANDING COMMITTEES
VETERANS AFFAIRS
CHAIR

BANKING & FINANCIAL
INSTITUTIONS
EDUCATION
NATURAL RESOURCES
& WATER
TRANSPORTATION
& HOUSING

SELECT COMMITTEES
CALIFORNIA'S ENERGY
INDEPENDENCE
CHAIR
CALIFORNIA-MEXICO
COOPERATION

May 14, 2014

Ms. Teresa Williams
Caltrans
Division of Local Assistance
1120 N Street
Sacramento, CA 95814

Dear Ms. Teresa Williams,

As State Senator for the County of Imperial, I am pleased to support the City of Westmorland in their efforts to secure funding under the Active Transportation Program (ATP). Funds from this program will allow for infrastructure improvements that will encourage students to walk and/or ride bicycles to school, increase children's awareness of road safety and promote physical activity.

The City of Westmorland intends to apply this funding to construction of physical improvements that include gap closures and other walkway amenities. In fact, the walkway amenities constitute a key element of the City's overall plan to provide safe transportation infrastructure that is designed to benefit the entire community while also guaranteeing safe passage to school. The City's goal is to reduce the number of road accidents, particularly those that involve school children as well as reduce vehicle speed and parking in school zones.

With high volumes of traffic, pedestrian improvements are critically needed; this grant will greatly improve the safety and well-being of students traveling to and from school. As a member of the Senate Education Committee and Senate Transportation Committee, I thank you in advance for your consideration. Should you have any questions or comments, please feel free to contact my Imperial Valley office at (760) 335-3442.

Sincerely,

BEN HUESO
State Senator, 40th District

BH/jc

Westmorland Union Elementary School District

200 SOUTH "C" STREET · POST OFFICE BOX 88
WESTMORLAND, CALIFORNIA 92281
PHONE (760) 344-4364
FAX (760) 344-7294

Board of Education

ELIZABETH MORENO
THOMAS MARQUEZ
JACKIE LOPER
RONALD DAVIS
M.B. CORKY WYCUFF

Superintendent/Principal

NANCY JOHNSON
Asst. Superintendent of
Business
MONA SMITH

May 13, 2014

To Whom It May Concern:

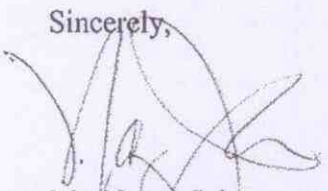
Subject: Support for Westmorland's Active Transportation (ATP) Application

I am writing to give full support of the City of Westmorland's application to Caltrans for school safety education and training, selective police enforcement, and infrastructure improvements under the Active Transportation (ATP) Program. We understand that the grants will provide sidewalk, curb/gutter, handicapped ramps, street lighting and a comprehensive school traffic safety education and public outreach and police enforcement program. These improvements will provide safer conditions for children in the neighborhood who walk to school.

This project is essential to our community. The District has been actively working with the Westmorland Police Department to promote safety in our neighborhoods. The ATP grant would allow the City to complete the sidewalks and make upgrades that will greatly benefit our school children, as well as all the families in the neighborhood.

It is with great pleasure and anticipation that Westmorland Union Elementary School District endorses this application and lends its support. Enhancements made possible through these funds would also assist the Westmorland Police Department in enforcement efforts with regard to child safety while walking to and from our schools.

Sincerely,



Ms. Nancy Johnson
Superintendent



CITY OF WESTMORLAND

355 South Center Street • Post Office Box 699

Westmorland, California 92281

Tel: (760) 344-3411 • Fax (760) 344-5307

westcityusa@roadrunner.com

www.cityofwestmorland.net/index

May 18, 2014

Caltrans

Division of Local Assistance

Office of Active Transportation & Special Provisions

PO BOX 942874

Sacramento, CA 94274-0001

To Whom It May Concern:

As Director of Development Services, I wish to add my enthusiastic support to our application for funding assistance to implement the Active Transportation Program (ATP) for the City of Westmorland. This application is whole-heartedly supported by our Police Chief and by the Westmorland Union Elementary School District that has jurisdiction in the City of Westmorland. Each of these organizations has dedicated specific interests in the objectives of pedestrian and bicycle safety program of the City of Westmorland. The purpose of this letter is to emphasize the City's commitment to implement the proposed project. It is anticipated that the project will enhance public safety for pedestrians, bicyclists and for the motoring public, as well as protect public properties. The outcome of this effort will be that the City will save lives and minimize untold injury sufferings. The City remains steadfast in its commitment to promote *and* enhance the safe passage of children and bicyclist to and from schools. This commitment requires the continual effort of City personnel to seek ways to make the all the traveled roadways of the City safe for motorists and for pedestrians and bicyclists alike. Caltrans' approval of this Active Transportation Program application would enable the City to fully complete its pedestrian and bicycle safety program. It is our commitment that public safety is foremost in all services that are provided for the City of Westmorland.

Sincerely,

C. Hui Lai, P.E.

Director of Development Services



CITY OF WESTMORLAND

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Westmorland, California 92281

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May 13, 2014

To : Caltrans

Subject: Support for Westmorland's Active Transportation (ATP) Application

I am writing to give full support of the City of Westmorland's application to Caltrans for school safety education and training, selective police enforcement, and infrastructure improvements under the Active Transportation (ATP) Program. We understand that the grants will provide sidewalk, curb/gutter, handicapped ramps, street lighting and a comprehensive school traffic safety education and public outreach and police enforcement program. These improvements will provide safer conditions for children in the neighborhood who walk to school.

This project is essential to our community. The District has been actively working with the Westmorland Police Department to promote safety in our neighborhoods. The ATP grant would allow the City to complete the sidewalks and make upgrades that will greatly benefit our school children, as well as all the families in the neighborhood.

It is with great pleasure and anticipation that Westmorland Union Elementary School District endorses this application and lends its support. Enhancements made possible through these funds would also assist the Westmorland Police Department in enforcement efforts with regard to child safety while walking to and from our schools.

Very truly yours,

Fred Beltran
Police Chief

DEPARTMENT OF TRANSPORTATION

DISTRICT 11

4050 TAYLOR STREET

SAN DIEGO, CA 92110

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May 15, 2014

Mr. Wayne Walker
Deputy Director Development Services
City of Westmorland
355 South Center Street
Westmorland, CA 92281

Dear Mr. Walker:

The California Department of Transportation (Caltrans) acknowledges the City of Westmorland's project to install in-road warning lights at crosswalks at potentially two locations within Caltrans right of way.

These locations would still need to meet the criteria and warrants in the Traffic Operations Policy Directive 12-03 "Crosswalk Enhancements Policy", the California MUTCD, and the Highway Design Manual.

Caltrans looks forward to working with the City of Westmorland to implement this project, should the California Transportation Committee approve an award of Active Transportation Program funds.

Sincerely,

JOE HULL
District Division Chief of Traffic Operations, Caltrans

DETAILED ENGINEER'S ESTIMATE

Detailed Engineer's Estimate
For Construction Items Only

Agency: City of Westmorland

Project Name: Improve Center Street Pedestrian Facility

Project Location: Center Street, between Baughman Road and 7th Street and various spot locations of missing sidewalk

Date of Estimate: 5/16/2014

Prepared By: C. Hui Lai, Director of Development Services

Item No.	Description	Quantity	Units	Cost/Item	Total
1.	Curb/Gutter	1,720	LF	\$22	\$37,840
2.	Sidewalk	8,100	LF	\$23	\$186,300
3.	Handicapped Ramp	48	EA	\$1,800	\$86,400
4.	Driveway	14	EA	\$1800	\$25,200
5.	Landscaped Median & Shade Trees	3,440	LF	\$50	\$172,600
6.	Street Light	32	EA	\$6,000	\$192,000
7.	In-Roadway Lighted Crosswalk	2	EA	\$35,000	\$70,000
8.	Adjust alley grade	2	EA	\$15,000	\$30,000
9.	Bike lanes/signage	1	EA	\$10,000	\$10,000
10.	Construction Traffic Control	1	LS	\$20,000	\$20,000
Subtotal					\$829,740
Contingency (10%)					\$82,974
Construction Total					\$912,714
Project Evaluation After Construction (Non-reimbursable item)					\$20,000